

GREAT CHANNEL FLYING FEAT

AMERICAN TAKES PASSENGER
ACROSS IN A STORM.

Moissant of Chicago Has Accomplished
the Most Difficult Part of Paris to
London Air Voyage—Only His Sixth
Effort 94 Miles to Finish To-day.

Special Cable Dispatch to The Sun.
LONDON, Aug. 17. John R. Moissant, a
young American aviator, who had previously
made only five flights, made a new
world record to-day by crossing the
English Channel in an aeroplane with a
passenger. The passage was uneventful
except that the aeroplane passed through
a heavy squall of rain.

The flight was made in an effort to win
the Daily Mail prize of \$20,000 for a flight
from Paris to London or vice versa. Moissant
started from Paris yesterday and flew
as far as Amiens. This morning at 5:15
he rose and flew to Calais, arriving there
at 7:10. He delayed there for some time
for rest and refreshment and to await
the readiness of a torpedo boat to convey
him across the Channel.

He rose again at 10:45 from the cliffs
near Calais, the starting place of all the
previous Channel flights. He landed at
a little place called Tilmanstone, about
seven miles from Deal and twelve from
Dover at 11:30 A. M. He proposed at
first to continue his journey to London
immediately, although he did not know
the way, but later he changed his mind
and decided to complete the trip to-mor-
row morning.

He sent a telegram to the Crystal Pa-
lace on the outskirts of London saying
that he will fly direct to its grounds. He
will start at 5 o'clock in the morning.

The distance is ninety-four miles.
Moissant's companion was his mechan-
ician, a man named Albert Filieux. It is
said that he had no idea as to where his principal
was taking him when they started on
their daring flight.

The flight when completed will estab-
lish a double record. It will be the first
flight between Paris and London and it is
also the first crossing of the Channel or
the Straits of Dover by two persons in
the same machine.

Some of the English newspapers have
not yet discovered that Moissant is an
American, and mistook him for a Spanish
aviator and the fact that he started
from France, persist in calling him
Señor or Monsieur. However, he is a
full-fledged American. His name is
John R. Moissant. He speaks English with
a Chicago accent. The story of his
flight he told in a sharp, concise American
manner. He said:

Ever since I began flying a few weeks
ago it was my ambition to fly from Paris
to London just to show what an American
can do. This was my sixth air journey,
but my only serious flight previously was
when I carried a passenger from Etampes
to Issy, passing over the Eiffel Tower.

"I invented two aeroplanes before I
learned to fly, but could not learn on
either of them because they were too
light for a beginner. They reached a speed
of 75 kilometers before rising. No learned
on a Blériot monoplane.

"When I told friends that I was going
from Paris to London they said it was
impossible. I told them I would make it
and more impossible because I meant
to take a passenger along. They also told
me that the company had been proved
to be useless in steering an aeroplane,
but anyway mine brought me thus far,
although I mistook the landing place,
thinking Deal was Dover.

"We waited at Amiens to see Le Blanc
and Aubrun start on the last stage of the
race for the Martin prize and then rose
at 5:15. The weather was beautiful.
I got in trouble with the wind near
Rouen. One gust made me turn in a
complete circle, but afterward I laid
a straight course for Calais. I circled
and then landed in the open
space which Blériot had indicated to
me. It was then 7:40. By 10:50 we were
again, laying our course almost three-
quarters west because of the wind."

"When asked what his sensations were
in crossing the Channel Moissant said:
"None, sir. I had all I could do to
manage the aeroplane. I meant to land
twenty miles inland, but when the aero-
plane was over the cliffs it was so thrown
about by the wind and a rain squall that
it was sucked down from 1,000 to 300 feet."

"Now here I am, stuck six miles from
land among the kindest people in the world,
because I want twenty liters of oil
and oil to lubricate my motor and be-
cause the wind will not drop. If I can
get oil and the weather is calm I will
start a 5 o'clock for London."

Moissant stowed his aeroplane on the
beach of a barn in the village of Tilman-
stone and covered it with a tarpaulin.
He slept in the barn. One of his eyes
is much inflamed as the result of being hit
by drops of rain, which stung like hail-
stones. Filieux, his mechanic, is a husky
Frenchman, who is overwhelmed with
admiration for Moissant's skill.

The weather late to-night was not
favoring for an early start for London.
The flight actually began yesterday,
when Moissant left the flying field at
Issy with the avowed intention of finally
sighting London. He was to be follow-
ed by Hubert Latham, the French air
pilot, but the latter met with ill luck
on the way. He reached Amiens last night,
but, landing he broke the propeller of
his machine and had to wait over to make
repairs.

This morning Latham ascended at
Amiens after Moissant's start, but suc-
ceeded to a force gust of wind and was
sucked violently to the ground. His
machine struck some trees and its right
engine was smashed. He, however, es-
caped without injury.

Moissant was suffering from the cold
and his hands were badly numb. He
crossed the Channel during a rainstorm.
He flew at a height of from 100 to 150
feet. He would have continued on to
London, but the high wind made it ad-
visable to descend.

Moissant walked at Tilmanstone Moissant
did not know the way from
Tilmanstone to the route to London.
He was altogether upon his compass.
He did not know where to descend in Lon-
don, but he had never seen that city
before. However, try to land on the
roof of the Crystal Palace.

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